

The China Mail

Established February, 1845.

VOL. XLVII. No. 9200.

號八廿七七二十九百八千一英

HONGKONG, THURSDAY, JULY 28, 1892.

日五初月六閏年辰王

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINESE MAIL.

LONDON.—F. ALEXIS, 11 & 12, Clement's Lane, London, E.C.; H. D. GIBSON, 39, Cornhill; GORDON & CO., 10, Queen's Gate, Grosvenor Gardens, E.C.; BATES, HAWTHORN & CO., 37, Walbrook, E.C.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street; W. M. WILLS, 151, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—AMADEUS FRENCH,

35, Rue Lafitte, Paris.

NEW YORK.—J. STEWART HAPPEL, THE

CHINESE EVANGELISTIC OFFICE, 52, West

22d Street.

SAN FRANCISCO AND AMERICAN PORTS

generally.—BROWN & BLAKER, San Fran-

cisco.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GORDON & GOTTS, Mel-

bourn and Sydney.

CYPRUS.—W. M. SMITH & CO., THE

ASPERGHERS, Co., Colorado.

SINGAPORE, STRAITS, &c.—SAVILE &

CO., Square, Singapore; C. HEINRICH

& CO., Manila.

CHINA.—M. A. A. DAUER, Amoy,

N. MOALEH & CO., LIMITED, Foochow;

FORD & CO., and KELLY & WALSH,

Kowloon, Lanz, Crawford & CO.,

and KELLY & CO.

BANKS.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3½ PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSITS at 4 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation.

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1892.

1515

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$50,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLES, Esq., CHOW TUNG SHANG,

CHAN KI-SHAN, Esq., Freq.

O. J. HICK, Esq., W. W. WOTTON, Esq.

KWAN HOI UHUEH, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Advisory Committee in London.

THOMAS OAKHEATH, Esq., Messrs Dent,

Palmer & Co.

JOHN BUTTERY, Esq., Messrs John Butter-

y & Co.

C. B. STUART WORTLEY, Esq., M.P. for

Belam.

GEO. MUNRO, Manager.

Bankers.

THE ALLIANCE BANK, LIMITED.

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—C. J. GALLOWAY, Manager.

Amoy—J. ANTHONY, Manager.

Current Accounts opened. Money de-

posited. Drafts issued. Bills pur-

chased and collected. Advances made

on securities or goods in neutral

ports. Usual Agency business undertaken.

Interest for 12 months Fixed 4%.

do 6 do 4%

do 3 do 3%

Current Accounts 2%.

For rates of Interest for other periods

apply to the MANAGER.

Hongkong, May 18, 1892.

22

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID UP CAPITAL.....\$10,000,000.

RESERVE FUND.....\$6,500,000.

RESERVE LIABILITY OF.....\$10,000,000.

PROVISIONS.....

Count of DIRECTORS:—

T. E. DAVID, Esq.—Chairman.

H. HORACE, Esq.—Deputy Chairman.

James J. Bell Irvin, Alex. McConachie,

Esq.

O. J. Holiday, Esq., J. S. Moses, Esq.

Carl Janssen, Esq., D. R. Sasso, Esq.

Julius Kramer, Esq.

CHIEF MANAGER:

Hongkong—F. DE BOVIS, Esq.

MANAGERS:

Shanghai—J. P. Wade, GARDE, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2%

per cent. on the daily balance up to \$20,000.

On Fixed Deposit.

For 6 months 4% per annum.

up to 12 " 4 "

" 2000.

" 12 " 4 " on sums in excess of \$200,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full

margin.

6% on Advances against Goods in neutral

goods.

7% on Current Account Overdrafts.

7% on Advances against Goods in private

goods.

F. DE BOVIS, Chief Manager.

Hongkong, May 18, 1892.

1571

RAMBLES THROUGH SOUTHERN

FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted

from the China Review, contains one of the

best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are

included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE,

CRAWFORD & CO., and Messrs. KELLY &

WALSH, LIMITED, Hongkong; also, Mr. N.

MOLLAN, Agency.

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifty-Second Ordinary Half-yearly
MEETING of SHAREHOLDERS of
the Company will be held at the OFFICE in
the Company, No. 18, Bank Building,
Queen's Road Central, TO-MORROW, the
29th Instant at 12 o'clock Noon, for the
transaction of the Report of the Directors
together with a Statement of Account,
declaring a Dividend, and electing Directors
and Auditors.

The Transfer BOOKS of the Company
will be CLOSED from the 10th to 29th

Instant, inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, July 28, 1892. 1202

INSURANCE HOLIDAY.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the
transaction of Public Business on MON-
DAY, the 1st August.

JARDINE, MATHEWS & CO., General
Agents, Canton Insurance Co., Ltd.;
General Managers, Hongkong Fire Insurance Co., Ltd.

N. J. EDE, Secretary, Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL, Agent, North-China Insurance Co., Ltd.

W. H. RAY, Secretary, China Traders' Insurance Co., Ltd.

SHEWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRE, Secretary, China Fire Insurance Co., Ltd.

W. M. MACBEAN, Agent, The Straits Insurance Co., Ltd.; The Straits Fire Insurance Co., Ltd.

DODWELL, CARILL & CO., Agents, Singapore Insurance Company, Ltd.

Hongkong, July 27, 1892. 1202

BANK HOLIDAY.

THE Undermentioned BANKS will be
CLOSED for the transaction of Public Busi-
ness on MONDAY, the 1st August.

JOHN THURBURN, Manager, Hongkong.

For the Chartered Mercantile Bank of
India, London and China.

J. ARMSTRONG, p. Manager, Hongkong.

For the Chartered Bank of India, Aus-
tralia and China.

JOHN THURBURN, Manager, Hongkong.

For the Chartered Bank of India, Aus-
tralia and China.

JOHN THURBURN, Manager, Hongkong.

For the 'Chartered Bank of India, Aus-
tralia and China.'

JOHN THURBURN, Manager, Hongkong.

For the 'Chartered Bank of India, Aus-
tralia

THE CHINA MAIL.

No. 2100.—JULY 26, 1892.

To Let.

TO LET.
NO. 16, KNUTSFORD TERRACE,
KOWLOON, Two House.
APPLY TO
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 19, 1892.
516

To Let.

HOUSES at the PEAK and at "BELLIOS"
TERRACE,
ROOM in "BRACKENFIELD ARCADE,"
Queen's Road.
HOUSE, No. 31, Pokfulam Road,
WEST VILLAGE.
GODOWNS in DUNDELL STREET,
HOUSE, No. 1, DUNDELL STREET,
ROOMS on Top Floor of No. 10, Ice
HOUSE STREET (above the City Club).
BUNGALOW, "DELMAR," Yew-me-too.
GODOWNS or OFFICES—First Floor
at back of "MARINE HOUSE."
Apply to **BELLIOS & CO.**
Hongkong, July 22, 1892. 1265

To Let.

NO. 4, BLUE BUILDINGS.
FIRST FLOOR; NO. 1, HIGH BUILDINGS,
OFFICES—2nd Floor, Praya Central
(lately occupied by Messrs. DUNN, MELBY
&c.)
GODOWN (under Messrs. DOUGLAS
LAWRENCE & CO.'s Office).
GODOWN, NO. 1A, BLUE BUILDINGS.
SEM-DETACHED HOUSES, at MAGAZINE
GATE.
No. 2 ad 2a, STANTON STREET (corner
of the Old Bailey).
No. 3, OLD BAILEY.
No. 2, WENDELL STREET (Newly Built
HOUSES at lower end of GLENLEY).
LARKSPUR, RICHMOND ROAD, Fur-
nished or Unfurnished.
Apply to **THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, July 19, 1892. 1264

To-day's Advertisements.

THEATRE ROYAL.
LAST 3 NIGHTS OF
HARRY STANLEY'S COMIC OPERA
"AND BURLESQUE COMPANY."
Patronized by H. E. THE GOVERNOR,
Sir WILLIAM G. C. G. T. G.
TO-NIGHT (THURSDAY), 28th July,
By Desire
PAUL JONES.
TO-MORROW (FRIDAY), 29th July,
"GIRL OF THE GIRL OF LA."
SATURDAY, 30th July,
THE LAST NIGHT,
OUR GRAND VARIETIES AND
MINSTREL ENTERTAINMENT.
Entire Charge of Programme
MISS MILDRED TRIGG,
MISS VILLY LAKER and Miss F. STEPHENSON
NEW DANCES.
Box Plan at Messrs. KELLY & WISE's.
The First-class Grand PIANO supplied
by Messrs. MOUNTAIN & CO.
T. EMFSON, Manager.
Hongkong, July 25, 1892. 1273

ZETLAND LODGE.
No. 525.

A Regular MEETING of the above
A LODGE will be held in the Free
Masons' Hall, Zetland Street, on
TUESDAY, the 2nd August, at 8.30 p.m. for 9
p.m. precisely. VISITING BRETHERS are
cordially invited.
Hongkong, July 23, 1892. 1301

PROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. "Salomon," Capt. T. HILDEBRANDT,
having arrived from the above Ports,
Consignees of Cargo are hereby required to
send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Any Cargo impeding her discharge will
be landed into the Godown of the HONGKONG
& KOWLOON WHARF & GODOWN CO., LTD.,
and stored at Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godown, and all Goods
remaining undelivered after the 4th August
will be rejected.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 4th Aug., at 1 p.m.
No Fire Insurance has been effected.

SIEGMSEN & CO.,
Agents.
Hongkong, July 28, 1892. 1298

UNION LINE.

NOTICE TO CONSIGNEES.
FROM HAMBURG, ANTWERP AND
STRaits.

THE Steamship Angors having ar-
rived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their
risk into the Godown of the HONGKONG
AND KOWLOON WHARF & GODOWN COM-
PANY, Kowloon, whence delivery may be
made.

No Claims will be admitted after the
Goods have left the Godown, and all Claims
must be sent in to the Office of the Under-
signed before Noon on the 4th August, or
they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godown, where they
will be examined on the 3rd August.

No Fire Insurance has been effected, and
any Goods remaining in the Godown after
the 4th August will be subject to rent.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
To-morrow.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
Agents.
Hongkong, July 28, 1892. 1299

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. "Chelydra," having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after the 30th Inst., at Noon,
will be landed at Consignees' risk and
expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 28, 1892. 1300

To-day's Advertisements.

PUBLIC AUCTION.

The Undersigned has received instructions
to Sell by Public Auction, on
SATURDAY,

the 30th day of July, 1892, at 3.30 p.m.,
at his Sales Room, Queen's Road.

AN ASSORTMENT OF

JAPANESE WARE,
comprising—

SATSUMA, KANAGA, KIKO, SHIPO, BOWLS, PLATES, IN-

GENE BURNERS, TEA and COFFEE SETS,

BRONZES, ENAMELED WARE and Lac-

QUERED WARE,

EMBROIDERED, EMBROIDERED SCREWS

and KAKIMONO.

etc., etc., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, July 28, 1892. 1303

FOR YOKOHAMA AND HIAGO.

The Steamship

Salathia, Capt. T. HILDEBRANDT,

will be despatched for the
above Ports on **SATURDAY**, the 30th Inst.,
at 4 p.m.

For Freight or Passage, apply to

SIEMENS & CO.,
Agents.

Hongkong, July 28, 1892. 1307

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship

Chelydra, Captain R. Cass, will be
despatched as above on

WEDNESDAY, the 3rd Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, July 28, 1892. 1302

GLEN LINE OF STEAM PACKETS.

FOR LONDON PIA SUEZ CANAL

The Steamship

Glenfinnian, Capt. E. NORMAN, will
be despatched as above on

WEDNESDAY, the 3rd Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, July 28, 1892. 1283

DAKIN, CRUICKSHANK & CO. (LIMITED).

DISPENSING CHEMISTS,
WHOLESALE AND MANUFACTURING
CHEMISTS AND DRUGGISTS.

EAERATED WATER MANUFACTURERS,
WINE AND SPIRIT MERCHANTS,
&c., &c., &c.

We have the pleasure to announce that
this COMPANY, formed and regis-
tered in HONGKONG, has TAKEN OVER the
BUSINESSES hitherto carried on here and else-
where by Messrs. DAKIN BROS. OF
CHINA, LTD., and Messrs. CRUICK-
SHANK & CO., LTD., together with all
ASSETS and LIABILITIES.

The Support hitherto given to the late
Firms, will we trust be Continued to us.

QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, July 1, 1892. 1161

SHIPPING.

ARRIVALS.

July 28.—

Methode, German atr., from Whampoa.

Salomon, German steamer, 1,643 T.

Hildebrandt, Hamburg and Singapore July

21. General.—SIEMENS & CO.

Petin, British steamer, 113, Matthews

July 26. General.—Order.

Angors, British steamer, 2,077 T.

Hill, Middlebury via Antwerp and Ham-

burg April 28, (160 tons gun

powder).—SHEWAN & CO.

Kuang Lee, Chinese steamer, 1,504 T.

L. Lincoln, Shanghai July 24, General.

Rosario, British steamer, 392 T.

Spence, Wilde, Singapore July 24, and

Swatow, 27, General.—Order.

Angors, British steamer, 2,077 T.

Hill, Middlebury via Antwerp and Ham-

burg April 28, (160 tons gun

powder).—SHEWAN & CO.

Burton, Dutch steamer, 1,403 T.

Swatow, 27, General.—Order.

Angors, British steamer, 2,077 T.

Hill, Middlebury via Antwerp and Ham-

burg April 28, (160 tons gun

powder).—SHEWAN & CO.

Guthrie, British steamer, 1,403 T.

Thomson, Sydney July 6, and Port Darwin

17, General.—GIBB, LIVINGSTON & CO.

DEPARTURES.

July 28.—

Act, for Haiphong.

Lionex, for Moli.

Yarrow, for Europe.

General, for Singapore and Bombay.

Fusius, for Swatow.

Doris, for Whampoa.

Kuang Lee, for Whampoa.

Mezzo, for Whampoa.

CLEARED.

Frey, for Hoilow.

Sherid Oborn, for Singapore.

Pokin, for Amy.

Telamon, for Amy.

Vessels Advertised as Loading.

Destination.

Vessel.

Arr'd.

Date of Loading.

Port of Discharge.

Port of Arrival.

Port of Discharge.</p

THE CHINA MAIL.

A few days ago, says the Nagasaki *Reiho*, a Japanese newspaper, stating this place for the first time, had a very narrow escape of coming to grief. After passing Iwakura lighthouse on the proper course, about 7 a.m., what is locally known as the North-West Passage, between Okinawa and Koyagashima, was mistaken for the entrance to the harbour, very strange to say, and a course steered accordingly. The error was, of course, soon discovered, and the ship turned round again, but not before getting in close proximity to a well-known sunken reef. Returning through the narrow passage, a course was steered which would have undoubtedly have landed her on *Tsuru* reef, but fortunately the *Reiho*, a two-hundred-ton freight was closed by Captain Ozaki, seeing the danger the ship was in, immediately blew his whistle and signalled for the steamer to keep it midchannel, which was done. Whoever was responsible for such a palpable blunder we cannot say, but had it not been for the timely warning given by Captain Ozaki we should, in all probability, have had another shipping disaster to chronicle. To mistake the South-West Passage for the entrance to Nagasaki Harbour, is almost as bad as confounding Moji, in the Shimonoseki Straits, with Moji, in the Shimonoseki Bay, which was actually done several years ago.

In the annual Report on Admiralty Survey, the following paragraph appears:—
H.M.S. *Egeria*, under the command of Commander A. M. Field, left Hongkong on the 14th February, and proceeded direct to Veracruz, Mexico, a distance of 780 miles westward of the Island of China Sea, where a fortnight was spent in making a class examination of the locality, with a view to discover whether any small dangerous patch existed on this recently found bank. The *Egeria's* soundings, although failing to discover anything less than Veracruz Bank at 35 fathoms, revealed the fact that a second but smaller bank existed three miles to the S.W., upon which a least depth of 32 fathoms was found in latitude 20° 56' N., longitude 115° 53' 30" E. In the Sulu Sea, one day was devoted to an examination of the Paeng Shoal, and another day to sounding over and under the position upon which the Spanish *Escolta* Rosita was reported to have been lost in 1867. The search for this vessel was made under favourable circumstances of weather, without trace of any irregularity in the bottom, over an area of 200 square miles, in depths between 1,100 and 1,200 fathoms. Men-of-war Bank, reported by the British steamship *Mesmer* in 1889, was also sounded over, and its limits defined. It was found within the 100-fathom line to be about three miles long in an east and west direction, with a breadth of 1½ miles, rising from depths of 190 to 200 fathoms, having eight fathoms least water; the bottom throughout being live coral with patches of sand.

Dr. Grace has contributed to the *Cricket* article on his recent tour in Australia, in which he takes the position one might expect him to take in reference to the "test" matches. The Englishmen ought to try to get the people on the sand-bank to go away, and had only themselves to blame; the second was lost by bad fielding. "Had three-fourths of the catches offered been accepted," says the Doctor, "there would not have been more than twenty runs lost for us to make in our second innings." He believes that the loss of the matches was the best think that could have happened to the game in Australia, as all the test matches, or even two of them, were won by the visitors. As it is, before we left there was a general "all's-not-lost" but making sure of a thoroughly representative team to come to England in 1892. It is pleasant to read of one's friends, like Bruce, Lyons and Tarn, who showed marked improvement in batting; that Alex. Blackham batted batter than ever; that Blackham was a veritable wonder; and that in bowling Turner is nearly as good as ever. With regard to the remark of a critic that two matches were lost because of the Englishmen's desire to play a dashing game, Dr. Grace says: "I am very glad we lost them, as the game we played is to be called or considered a dashing one. It is the game we have lost in my life; it is the game we have lost of cricket desire to play; and it will be a bad day for any national game where it is given up and a slow defensive game takes its place. Matches are played to be won, not lost, and slow, defensive play is all against it, and in my opinion opposed to everything that is conducive to the welfare of the game." A few months of Trent Bridge who hit a single at long intervals should study the Doctor's prescription.

SUPREME COURT.
IN SUMMARY JURISDICTION.
(Before Mr. H. E. Pollock, Acting Justice.)

Thursday, July 28.

THE BANKS OF CHINA, JAPAN, AND THE STRAITS.
(Before Mr. H. E. Pollock, Acting Justice.)In this case which is brought to recover two sums of \$10,000 each from the *Him Loong* shop on account of two promissory notes granted originally to the *Char Sing* Bank and handed over to the plaintiffs in payment of a draft, Mr. S. L. Darby, chief clerk of the Bank, gave evidence as to the transaction, and was cross-examined as to the system of dealing with promissory notes in the Bank and the action taken in regard to this particular transaction.

The evidence of the witness bore out what was stated to the Court yesterday.

Mr. H. E. Gedge appeared for the plaintiffs, Mr. U. D. Wilkinson for Wong Ichi Hi, and Mr. Denney for the other defendant who admitted liability.

Wong Ichi Hi, the defendant, stated—I am one of the original partners in the *Him Loong* firm. I have never taken any active part in the management of the business. Until the last year or two I Chi Hi was the manager, and his son has been manager since along with Chan Ping. Since the death of I Chi Hi my son has never been asked for the borrowing of any money by the *Him Loong* firm. I have received an account from one of the *Him Loong* men for money borrowed. That was on 12th May. I saw it that we were paid more than \$10,000 so I was frightened. Until I saw in that book that money had been borrowed I never heard before that money had been borrowed by the firm. I have been remunerated for loans by Chan Ping during the past few years. I am not held responsible for the sum of \$10,000 which came from the Wei Fung Bank called in me on 21st of last month to ask me for money. I said I was not told about the lending of the money and did not know about it. I told him to go to the man through whom the money had passed.

Cross-examined by Mr. Gedge.—These two businesses of the *Him Loong* and *Hing Loong* have been going on for 30 odd years. I have been managing the business of the *Hing Loong* for six years. Chan Ping took over his father's share in the *Him Loong*. His father died about ten years ago. As manager of the *Hing Loong* I have furnished balance sheets to my other partners. We have had several thousand as profits during the few years I have been manager. We have

only had one balance sheet from the *Him Loong*. There have been no profits for the last two years. If that is not true you can chop my head off. (laughed). That last balance sheet of the *Hing Loong* is not proper; that is why I have raised a suit. As manager of the *Hing Loong* I have not borrowed money. I have borrowed a little this year. Last year I borrowed several thousand dollars and paid it back at the end of the year. I borrowed money from several people for the purposes of the *Hing Loong* for the fish business. I say the big business ought not to owe anybody. If I required money for the *Hing Loong* business and borrowed it I would tell my partners. When I borrowed the several thousand dollars last year I did not give promissory notes—I only charged the book with the *Hing Loong* shop. They trusted me. During the six years I have been manager of the *Hing Loong* I have borrowed money on promissory notes. If I did so I put the *Hing Loong* shop on the note. By the way, did you borrow several thousand dollars from outside people last year for the fish business?—Yes.

You borrowed it on the credit of the *Hing Loong* firm, didn't you?—They trusted me. They said, "You don't need to write a note; you can make a chop." It was for the use of the shop so I put the chop upon the book.

If the *Hing Loong* failed to repay these people you did not expect to pay it out of your own pocket?—I would have paid if the *Hing Loong* had not the money.

It is not the custom of Chinese shops for the manager to borrow money for the expenses of the business, but continuing the other question—if much is borrowed then they have all to sign. If there is a large amount, \$2,000 or so, he would require a note.

I do not have to do that.

The case was adjourned till Tuesday at 10.30 a.m.

A POLICE LAUNCH ON THE RAMPAGE.

At the Harbour Office to-day Captain Ramsey had a departmental enquiry into the circumstances of an accident which occurred at Tsim-sha-tsoi port on the 26th inst.

Lo Po, P.C. 370, said he was coxswain in charge of No. 2 police launch on the 25th inst. The launch was brought alongside the wharf at Tsim-sha-tsoi, and after a few minutes he rang the bell to go away. Immediately there was an explosion and a rush of steam and hot water, and all the crew jumped ashore as the launch was moving away. Nobody remained on board, and the launch ran into a junk, loaded with sand, and lying in the fairway. The sand-boat sank, and the launch went about 300 yards, and then stopped gradually, for want of steam. Witness saw the launch stopping. While the launch was alongside the wharf, about to leave, P.C. 400 told the people on the sand-boat to go away, as the boat was obstructing the way. This was about ten minutes before the accident. The junk still did not go away. It had only just got there, about ten minutes, when it came directly across the launch, which had arrived at the wharf. Witness left the launch because he was frightened at the escape of steam.

Cheang Hi, P.C. 435, said he was engineer of No. 2 launch. He passed as an engineer five years ago, and had been in service twice over two years, changing every three months from one to another. On the 25th inst. he was on board, on duty, at the wharf; the coxswain rang the bell to go ahead, as witness opened the engine, and found that the cock was off; the steam and hot water rushed out, and everybody bolted. This happened three times, the bell was rung. Witness said to the valve, but could not, so he ran away. The plug produced in Court was the one that blew; it came from the side of the steam-cock, and was a feed-cock, connecting the boiler with the sea. It broke off because the valve was open. The launch was last overhauled in May, when witness was in No. 3 launch. Witness had not been trying to unscrew the nut of the plug, nor hammering it. He never saw any one else doing so. The cock was at the after end of the boiler, near the starboard side of the launch, pointed towards the boiler, with retaining nut on the other side, towards the water. It was at the nut that the break occurred.

Capt. Ramsey at this stage examined the boat, with Mr. Dixon, Government Marine Surveyor.

On running, Mr. Dixon gave particulars of the last accident. The coxswain of the cock would show that it had not been used for some time and was then being used again.

Mr. Dixon said that after the explosion, steam would run out until there was no pressure in the boiler. There was no danger except that of scalding. He had examined the fire-box and found no damage done. At the top of the fire-box might have been brought down, but the fire was drawn promptly after the accident, which prevented the metal itself from giving way easily, as it had been tapped with a hammer or spanner.

Sergt. Niven said the cock had not been used for some time and was then being used again.

Mr. Dixon said that after the explosion, steam would run out until there was no pressure in the boiler. There was no danger except that of scalding. He had examined the fire-box and found no damage done. At the top of the fire-box might have been brought down, but the fire was drawn promptly after the accident, which prevented the metal itself from giving way easily, as it had been tapped with a hammer or spanner.

The Fabang Police Force has just been strengthened by 80 S.I. recruits who arrived two days ago, and the men are now being put through their drill.

THE AFFAIRS OF MR. GEO. R. STEVENS.
HEAVY LIABILITIES.

This afternoon a first meeting of the creditors of Mr. George Richard Stevens, of Greenmount, Bonham Road, carrying on business as a merchant and commission agent under the firm name of G. R. Stevens & Co., was held in the Court Buildings.

Upon Mr. Stevens' petition a receiving order was granted some time ago.

Mr. C. F. A. Sanger, the Official Receiver, presided, and there were present Mr. Grist, for Messrs Cohen and Georg and Chow Dart Fung; Mr. Hastings, for Messrs G. A. Weller and Co. (Jesent & Co.) and the New O. B. C.; Mr. Reece, for Messrs Ewens and Reece; Mr. W. W. Clifford, for the Hongkong Trading Co.; Mr. R. Lyall, for Messrs Norton & Co.; the Delta, and his solicitor, Mr. A. B. Johnson.

The Official Receiver said the meeting had been called to consider whether the debtor should be adjudged bankrupt or whether the creditors would entertain a proposal of composition or scheme of arrangement.

He read a statement prepared by Mr. Stevens showing his state of affairs. From this statement it appeared that the debts amounted to \$189,134.10 and there was a deficiency of \$81,628.81, the total assets amounting to \$76,721.21. The preferential claim amounted to \$18,585.50; unsecured claims \$49,783.71, partially secured claims after deducting estimated value of securities (\$90,678.02), \$18,740.80. The assets were made up of \$27,000, held in stock, \$20,100 in other assets, \$26,629.92.

The largest claim among the unsecured claims were those of Messrs Weller and Co. (Jesent & Co.), \$27,931.82, and of his solicitor, Chow Dart, Fung, \$5,525. Messrs Weller and Co.'s claim arises mainly out of the charter of the *Amigo* to Mr. Vogel, and arises the doubtful debts due to Mr. Stevens is the item 'C. Vogel, *Amigo*, \$29,746.06'. The New O. B. C. are the largest partially secured creditors. One overdraft of \$123,014.45 is covered by shares, held in Japan and other property, to the extent of \$29,234, leaving a balance unsecured of \$94,380.45; and another overdraft of \$27,000 is covered by coals to the value of \$27,000, leaving a balance of \$6,971.89, or a total of \$116,913.32. An overdraft on the Hongkong and Shanghai Bank of \$40,700 by coal, leaving a deficiency of \$3,594. For shares not taken up Messrs Cohen and Georg have a claim of \$916,295, which is reduced by the present value of the shares to \$876,797.99, while in like manner a claim by Messrs Stokes and Young for \$320,60 is reduced to \$160,80. Mr. Chantrey Ingbald, manager of the Bank of China, Japan and the Straits, has a claim of \$2250 for shares not taken up, which is reduced by the value of the shares to \$1750.

On the motion of Mr. Reece, seconded by Mr. Hastings, the Official Receiver (Mr. Sanger) was appointed trustee.

Mr. Hastings thought it would be a good thing to have a committee of inspection to assist the Official Receiver, but it was agreed to leave the appointment to another.

In answer to Mr. Hastings, the Official Receiver said it was his opinion that the business was on an average \$1,400 a month. He held a number of agencies which are to be continued to him, if the business is allowed to be carried on, and the Official Receiver thought it would be a pity if Mr. Stevens, on account of any action of the creditors, had to give up these agencies. It was stated, in answer to questions, that Mr. Stevens proposed to retain \$300 for household and personal expenses, and the official expenses would amount to \$600 or \$600 a month.

After some conversation it was agreed to adjourn till Monday, 31st August, instructions being given to realize all the debts in Hongkong.

THE PAHANG RISING.

(From the *Straits Times*.)

Pekan, 12th July.—Mr. Duff had a very narrow escape from being killed a couple of days ago. It appears he was marching in the jungle with 20 Malay policemen, when, quite unexpectedly, some 200 natives came in sight. One of them threw a spear at Mr. Duff, which struck his body. The man was shot through the head with a revolver. When matters were becoming very serious, a posse of Sikhs, who heard the firing, came up to the spot. The rebels at once bolted on seeing that they were outnumbered. Another of the Malays was killed, and it is said, that a few prisoners were captured.

The Fabang Police Force has just been strengthened by 80 S.I. recruits who arrived two days ago, and the men are now being put through their drill.

13th July.

Tuan Ketchet, the Malay Inspector of Police who went into the Jempol with Mr. Duff after the *Pahanga* Mutiny, returned to Pekan to-day with four prisoners who were taken a few days ago, and mentioned at the time. Tuan Ketchet says that his men had gone to Temerloh to join Mr. Wye who is searching for the *Pahanga* Mutiny in the upper reaches of the river.

A party of 20 Perak Sikhs with Tuan Ketchet in charge, left this morning for Jempol, where they are to join the force already searching for the *Pahanga* Mutiny. The alleged murderer of the man who was killed at Tanjung Ringe in Pahang has a few days ago been captured by the Police. He was found in a Malay hut in the native part of this town.

A party of 20 Perak Sikhs were sent up to Kuantan two days ago to relieve the Selangor detachment which arrived here this evening. The latter will, it is said, be sent to the Selangor. Of the three stocks that have been held in Pekan one is now missing, while the other two, though still standing, are unoccupied by Government forces. The redoubt that was built at the Kualas to protect the Exploration Company's mill is about to be broken down, and the Government Sikhs are to come to Pekan. When the Resident returns this time from the Ulu all the cases that are now awaiting trial will be taken before the Supreme Court. There are altogether some 25 men awaiting trial, and of this number 24 are charged with the murders of Messrs Harris and Stewart, while a few cases have been sent up to a higher court from the out-stations. To make room for the condemned prisoners a party of convicts has been transferred from the Federal Gaol (which was very much overcrowded) to Kunian, where they will remain till their sentences have expired.

This concluded the investigation. A report will be sent to the Government.

The enquiry was to be held in private, but through the kindness of Capt. Ramsey the press were admitted.

TASSI—I suffer myself that honesty is printed on my face. Grabs—Well—er, yes, perhaps—with some allowances for typographical errors.

THE NEW ORIENTAL BANK CORPORATION.

The Stock Exchange of the 18th June, concerning the affair of the New O. B. C., says:

There has been a meeting of the creditors of this bank. At that meeting it was resolved to recommend voluntary liquidation under the supervision of the Court, and a desire was expressed that Mr. Walton should be appointed liquidator. Neither of these proposals is likely to be objected to by the Court. Voluntary liquidation does not prevent reconstruction, if that be possible, and no better man could be found for the work of liquidation than Mr. Walton. It was this gentleman who wound up the original Oriental Bank, and the result is that the creditors got 19c. per cent. in the paid-up capital, and there is no doubt that what can be done for them will be done.

Mr. Shaw, the appointed liquidator, has been with the Bank since 1886, and he has been successful in his management of the bank.

As regards the debts, it is likely upon the errors of the past that the

creditors will be satisfied.

It is the opinion of the creditors that the

bank will be able to meet its debts.

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Mails.

Mails.

Mails.

Occidental & Oriental Steamship Company.

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TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Saturday, July 30.
Tuesday, Aug. 3.
Wednesday, Aug. 30.

THE Steamer "GALFOL" will be
despatched for San Francisco, via
Yokohama, on SATURDAY, 30th July, at
1 p.m., connection being made at Yoko-
hama with Steamers from Shanghai and
Japan Ports.

RATES OF PASSAGE,
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townshend, Seattle, Tacoma, Portland, C. St. Louis, Mo., Liverpool, London, Paris, Brussels, Hamburg, etc., \$225.00.

To Liverpool or London, \$395.00
To Paris and Brussels, \$345.00
To Havre and Hamburg, \$335.00

The Passage Tickets granted to Eng-
land, France, and Germany by all trans-
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RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. 30 day
Ticket. Continous
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apolis, Minn. 292.50

Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 299.50 295.00

Cincinnati, Ohio 302.50 301.50

Philadelphia, Md., Philadel-
phia, Pittsburgh, Pa. 304.25 304.25

Washington, D. C., Boston, Mass. 305.50 302.75

Toronto, Canada 309.00 307.45

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N. Y. Buf-
falo, N. Y. 311.00 308.50

Washington, D. C., Balti-
more, Md. 317.90 311.75

Montreal, Canada 319.75 313.00

Philadelphia, Penn. 319.75 312.50

New York. 319.75 315.00

Boston, Mass. 321.50 317.00

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Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued as follows rating:—

1 month \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to those from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the previous to sailing.

Conular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to E. HOLLOWAY,
General Agent,
Office: Pedder's Street,
Hongkong, July 9, 1892. 1192

**NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.**

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)
Phra Nang Saturday, August 6.
Victoria Saturday, August 20.
A. STEAMERS Saturday, September 3.

AND THEREAFTER THE PERMANENT SERVICE
OF THE COMPANY'S REGULAR PACIFIERS.

THE S. S. PHRA NANG, Captain

Watson, sailing at noon, on SATURDAY, the 6th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, NAGASAKI, INLAND SEA, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Conular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCEL must be sent to the Company's office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

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Hongkong, July 27, 1892. 1194

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COMPANY.**

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this Coal.

ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who can their bunkers direct from the Underwriters:—

Freshness of the Coal.

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MITSUI BUSSAN KAISHA,

884 Agents.

Hongkong, July 26, 1892. 1273

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Mails.

Intimations.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.**

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of Japan Saturday, July 30.

Empress of China Saturday, August 20.

Empress of India Saturday, Sept. 10.

THE R. S. EMPRESS OF JAPAN,
Lieut. Geo. W. G. Conner, commanding
sailing at 1 p.m. on Saturday, 10th, the 20th
July, with the Majestic Mail, will pro-
ceed to VANCOUVER, via SHANGHAI,
KODE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).
From HONGKONG, FIRST CLASS.

TO VICTORIA, B.C.,

Saturday, Aug. 30.

TUESDAY, Aug. 30.

TUESDAY, Sept. 30.

Also

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